

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4378.

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SATURDAY, OCTOBER 24, 1903.

六年

號四十月香港電報

\$1.50 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,210,000

Head Office: -YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.  
" " 4 "  
" 3 "

TARO' HODSUMI,

Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000 } \$16,000,000  
Silver Reserve ..... \$6,000,000 }  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson.  
E. Goetz, Esq.  
C. Michael, Esq.  
H. Schubart, Esq.  
E. S. Wheeler, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4% per cent. per annum.  
For 6 months, 3% per cent. per annum.  
For 12 months, 4% per cent. per annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3% per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... 2,324,374

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan, Kit Shan, Esq. | J. Scott Harston, Esq.  
Chow Tung Shang, Esq. | J. Lauts, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000  
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.  
Hongkong, 1st September, 1903. [16]

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).  
ESTABLISHED 1864.

PAID UP CAPITAL ..... \$3,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARSE'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4% "

E. F. GROS,  
Acting Manager.  
Hongkong, 1st December, 1902. [169d]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000, ... 820,000  
Surplus (Reserve) Gold \$4,000,000, ... 820,000

Total ..... Gold \$8,000,000, ... 1,640,000

Capital and Surplus authorised, Gold \$10,000,000  
—\$2,050,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issue Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2 per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4½% per annum.

" 6 " 4% "

" 3 " 3% "

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL  
CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [100c]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
per Annum Fixed Deposits for 3 months.

3½ " " 6 "

5½ " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £721,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" " 6 " 3%

" " 3 " 2½ "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [11]

DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow  
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTRO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG  
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON and ANTWERP VIA  
SINGAPORE, PENANG, JAVA, COLOMBO, PORT SAID and  
MARSEILLES About 30th October Freight and  
Passage.

YOKOHAMA via SHANGHAI, FORMOSA, B. H. W. Snow About 31st October Freight and  
MOJI and KOBE. (Passing through the Inland Sea.) Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd October, 1903. [4]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

### PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

ROON ..... WEDNESDAY, 28th October.

PREUSSEN ..... WEDNESDAY, 11th November.

HAMBURG ..... WEDNESDAY, 29th November.

PRINZ HEINRICH ..... WEDNESDAY, 9th December.

KONIG ALBERT ..... WEDNESDAY, 23rd December.

KIAUTSCHOU ..... WEDNESDAY, 6th January, 1904.

SACHSEN ..... WEDNESDAY, 20th January, 1904.

BAYER ..... WEDNESDAY, 3rd February, 1904.

GERA ..... WEDNESDAY, 17th February, 1904.

SEYDLITZ ..... WEDNESDAY, 2nd March, 1904.



### Consignees.

"BARBER" LINE OF STEAMERS  
NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"  
FROM NEW YORK.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,

Agents.

Hongkong, 19th October, 1903. [1271c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SECOVIA."

Captain Foret, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODEAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th October, 1903. [1272e]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Medea and Sidon, and from Havre ex s.s. Sidon, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, TODEAY, the 20th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 27th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th October, 1903. [1004c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SURZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TODEAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st October, 1903. [1281c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

All Claims must be sent in to me on or before the 31st instant or they will not be recognized.

No Fire Insurance has been effected.

J. STUART THOMSON,

Acting Agent.

Hongkong, 21st October, 1903. [1282c]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TODEAY.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st October, 1903. [1284c]

### Consignees.

NOTICE TO CONSIGNEES  
THE P. & O. S. N. Co.'s Steamship

"BENGAL"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 19th October, 1903. [1271c]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SECOVIA."

Captain Foret, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODEAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 3 P.M.

No Fire Insurance has been effected.

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 19th October, 1903. [1272e]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Medea and Sidon, and from Havre ex s.s. Sidon, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, TODEAY, the 20th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 27th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 20th October, 1903. [1004c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SURZ CANAL.

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TODEAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 21st October, 1903. [1281c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"HONGKONG MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

All Claims must be sent in to me on or before the 31st instant or they will not be recognized.

No Fire Insurance has been effected.

J. STUART THOMSON,

Acting Agent.

Hongkong, 21st October, 1903. [1282c]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TODEAY.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 21st October, 1903. [1284c]

PATTI ENDORSES THE APOLLO.

THE APOLLO  
PIANO PLAYER  
RECITALS DAILY  
Price from \$450 up.

PATTI ENDORSES THE APOLLO.

DELICIOUS  
REFRESHING

may now be had in Cases of

4 Doz. Quarts at \$15.00

MACEWEN, FRICKEL & CO.,<br

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Doz.	Per Hm.
ST. ESTEVE .....	\$ 8.00	\$ 9.00
ST. JULIEN .....	10.00	11.00
LA ROSE .....	13.50	14.50
CHATEAU HAUT BRION LARRIVET .....	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ .....	24.00	26.00
CHATEAU PONTET CANET .....	28.00	—
CHATEAU LA TOUR CARNET .....	33.00	—
CHATEAU RAUZAN .....	48.00	—
CHATEAU LAFITE .....	54.00	—

All less 10% discount on account of Current Exchange.

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

A. S. WATSON & Co.,  
LIMITED,  
THE HONGKONG DISPENSARY.

TELEPHONE NO. 56.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & Co.,  
祥利廣  
TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

FURNITURE  
DEALERS.  
DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEURS-MICROBE-PROOF  
FILTERS;  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 29th August, 1903.

[728d]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

Liber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On delivery sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

## RAILWAY SPEEDS.

Americans and Englishmen are generally of the opinion, that the railways of their respective countries hold the record for speed, and it is little known that the French railways in this respect hold the first place. The fastest train in the world is the business train from Philadelphia to Atlantic City, and vice versa, which does the distance of sixty miles in less than sixty minutes and has an average speed of 61.1 miles per hour. Taking into consideration the dead level country and the comparatively short distance covered, it cannot be said that this train is entitled to claim the championship; for many several short lines at present constructed in Europe like the Manchester-Liverpool electric railway, the Vienna-Budapest and others, will very soon eclipse this performance. On the same grounds also the express from Baltimore to Philadelphia, distance 96.33 miles and speed 49.84 miles per hour, and the London-Harwich expresses, 68 miles done at the rate of 47.23 miles an hour, cannot be considered first raters. Leaving aside all distances under 100 miles, we find that, among the 18 fastest expresses run during the past year, no less than 10 were on French lines. Considering the hilly character of "la belle France," it must be conceded, that an equal speed in England or on the flat country of the New England States would not deserve the same credit for excellence, since fast trains in France have sometimes to go up a gradient of 7 to 8 millimetres in the meter, the Paris-Marseille express being an example of this. There exists another disadvantage on French railways, consisting in a greater number of stoppages; and these considerably reduce the average speed and augment the cost of exploitation. The following list of "flyers" is extracted and arranged from the article: "Vitesse des trains No. 890, Cosmos," which gives the speed between stations:

Miles.	Miles per hour.
Paris-Bordelais.....	338.7 speed 56.58
Paris-Erquelinnes.....	149.15 "
New York-Buffalo.....	440.025 "
Paris-Lille.....	153.5 "
Paris-Cahors.....	185.2 "
London-Edinburgh.....	394.655 "
Bordeaux-Hendaye.....	132.4 "
London-Glasgow.....	402.11 "
London-Holyhead.....	264.14 "
London-Plymouth.....	247.36 "
Paris-Mons.....	155.4 "
Lyons-Marseille.....	218.14 "
London-Crewe-Glasgow.....	125.1 "
Paris-La Haye.....	141.7 "
New York-Boston.....	332.4 "
New York-Washington.....	228.09 "
Paris-Belfast.....	275.30 "
Paris-Nancy.....	254.0 "

The only German express doing more than 46 miles an hour is between Hamburg and Berlin, and this train goes at a speed of 50 miles. Other nations content themselves with a very moderate rate of speed, as the following figures show:

Miles.	Miles per hour.
Bulgaria (Fjariboy-Sofia).....	41.89
Denmark (Copenhagen-Korsør).....	18.6
Greece (Athens-Patras).....	37
Italy (Milano-Bologna).....	41.64
Netherlands (Amsterdam-The Hague).....	40.7
Norway (Christiania-Charlottenberg).....	27.09
Austria (Vienna-Pressburg).....	42.26
Portugal (Lisbon-Oporto).....	27.78
Spain (Madrid-Barcelona).....	27.78
Russia (St. Petersburg-Moscow).....	37.34
Switzerland (Bern-Zurich).....	34.6
Serbia (Belgrade-Tsaribrod).....	30.6
Turkey (Constantinople-Sarembey).....	26.35

The Americans were the first to try fast trains on long distances and will most probably always hold the lead in this respect, as no other country, with the exception of Russia and India, can boast of 1,000-mile tracks.

The positions occupied by the two most important industrial States on the Continent, Germany and Belgium, with regard to rail-

ways, is remarkable, the more so as both are railway countries *par excellence*.

The trains on the Malay-State-railways do about 20 miles an hour and the Imperial

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## TELEGRAMS.

## WAR INEVITABLE.

POWERS' INTERVENTION  
NECESSARY.

RUSSIAN UNPREPAREDNESS.

(From Our Own Correspondent.)

SHANGHAI, 24th October,  
3.35 p.m.

Diplomatic circles in Berlin and Vienna regard that war in the Far East is inevitable, unless the Powers intervene to check Russia's aggressive attitude towards Japan.

It is asserted that Russia is not ready for hostilities; that her military programme is not yet completed, and that her finance is unsatisfactory.

(Reuter's.)

## The War Cloud in the Far East.

LONDON, 22nd October.

The Japanese Railway and Steamship Companies have been warned to hold themselves in readiness for all emergencies.

## Mr. Chamberlain's Fiscal Policy.

Mr. Chamberlain, speaking at Tynemouth, said he did not believe that a general election was impending, and that in the meantime he was going to work; if he failed the first time he would go on again, until he was convinced that the Colonies would reject his scheme or that the British people were unable to understand its magnitude.

LATER.

## The Macedonian Revolution.

The Revolutionary Committee is advising the Bulgarian inhabitants of Macedonia to become Roman Catholics in order to escape persecution; in the meanwhile an active Catholic propaganda is expected to convert a great many.

## THE ROYAL HONGKONG YACHT CLUB.

The opening cruise of the Yacht Club will take place on Saturday, 3rd inst. Yachts will assemble off the Naval Extension Works and the Commodore, the Hon. F. H. May, C.M.G., will start in the *Dawn* fr Stonecutter's at 2.15 p.m.; the other boats following in single line. The Ladies' Race will commence at 3.30 p.m., the starting-line being between the bow of the *Tamur* (latrine) and bow of the *Hyslop*. Course: Cosmopolitan Dock buoy (Port) — *Tamur*'s launch (Starboard) and Cosmopolitan Dock buoy (Port).

Name. Recall Handl. Name. Recall Handl. Name. No. cap. Name. No. cap.  
*Dione*..... 1 — *Colleen*..... 9 3  
*Vernon*..... 2 — *Mina*..... 10 3  
*Elspeth*..... 3 — *Iris*..... 11 4  
*Aileen*..... 4 — *Florence*..... 12 5  
*Allanach*..... 5 — *Maid Marian*..... 13 5  
*Erica*..... 6 — *Chonicleer*..... 14 5  
*Bonita*..... 7 — *Payne*..... 15 6  
*Kathleen*..... 8 — *Mist*..... 16 8  
*Iris*..... 30 seconds  
*Doreen*.....  
*Maid Marian*..... 45  
*Chonicleer*.....  
*Meteor*..... 55  
*Payne*..... 75  
*Mist*..... 100 .. per mille.

On Sunday, November 1st, the first Club Race will be sailed. Start for one design being at 1 p.m. and for the 2nd class at 1.10 p.m. 2nd class handicap Allanach allows:

*Iris*..... 30 seconds

*Doreen*.....  
*Maid Marian*..... 45  
*Chonicleer*.....  
*Meteor*..... 55  
*Payne*..... 75  
*Mist*..... 100 .. per mille.

By request of the owners the first club race for the Championship class has been postponed until Saturday, 7th November, at 1.30 p.m.

## EXPANSION OF THE TOYO KISEN KAISHA.

## VESSELS TO BE BUILT IN JAPAN.

We learn that the Toyo Kisen Kaisha has decided to make further important additions to its *ren* fine fleet, and that orders are about to be given for the construction of two new steamers, which will be built in Japan.

The plans and specifications, it is understood, provide for steamers of 11,500 tons gross, nineteen knot speed; thoroughly up-to-date in every way and have already been passed by the officials of the Company. No contracts for their construction have as yet been awarded, but the probabilities are very much in favour of the work going to Nagasaki. These are the days of big tonnage and cheap freight, and the Toyo Kisen Kaisha is determined to keep abreast of the times.

THE People's Journal, an Edinburgh weekly, states that the commissioners who undertook an inquiry into the case of the late Major-General Sir Hector Macdonald, are unanimous in agreeing that there was no reason, or cause, for the creation of such feelings, as would determine Sir Hector to commit suicide, in preference to running the risk of conviction of any crime affecting his moral character. The commissioners, it is further stated, said that the character of the late Major-General was irreproachable. He was so brave, such a fearless, glorious, and unparalleled hero, that they believe the suggestions of criminal conduct on his part were prompted through spite. In conclusion, the commissioners honourably acquit Sir Hector Macdonald of the charges made against him and deplore the sad circumstances of the case.

## MINISTERING CHILDREN'S LEAGUE.

A well-attended bazaar and *fête champêtre*, in aid of the school for blind and indigent Chinese children, was held this afternoon on the Volunteer Parade Ground. The scene was pretty and animated, and the charming prospects afforded by the fine well-kept lawns and the surrounding foliage was enlivened by the clear, gay note of the numerous, varied and charming *toilettes* of the lady patronesses; stall-keepers and visitors. Numerous happy youngsters, with bonny pink skins and rosy cheeks, danced on the grass to the gay strains of the roth R. L. I. band, shotted with glee as they glided down the slide, or seated in a canvas bucket, were run along a suspended cable by some obliging blue-jacket. The conjuring entertainment, the temporary theatre and the popular "Aunt Sally" were all enthusiastically patronised by the children, and also by a good many of the "grown-ups," who were not adverse to join in the fun. Tea parties were organised and the lady-waitresses, *pro tem.*, were kept busy, serving out delicious cakes and ice-creams, the quantities consumed being the best of proofs of the splendid appetites possessed by the majority of our juvenile population. The arrangements were excellent, and not the slightest hitch occurred to mar the enjoyment of the visitors, big or small. Mrs. F. H. May, the cb of promoter of the *fête* and the other lady patronesses of the society are to be congratulated on the brilliant success of this charming function, which, it is to be hoped, will bring a respectable sum into the coffers of the Ministering Children's League. Thanks are due to the members of the fair sex who took an active part in the programme, by courageously undertaking the arduous duties of attending to the stalls, tea-tent and ice-cream counters. The weather was magnificent and the public a crowded one.

## "POWERFUL" GUNS.

## SHOOTING AT THE SIEGE OF LADYSMITH.

An extraordinary incident has arisen out of the publication of the evidence given before the War Commission.

The following telegram from Rear-Adm'r Lambton, sent to the Press Association, has been issued:—

"Invergordon—Please publish the following:—

"I see papers are not sing General Hunter's remarks on shooting of *Powerful*'s naval guns at Ladysmith. Immediately I obtained Blue-book on September 5 I wrote officially to the Admiralty demanding unreserved apology from General Hunter, and I suggest to the Press that further comments are at present inadvisable.—Hedworth Lambton, Rear-Adm'r, second in command Channel Fleet."

To appreciate the sensational character of this affair it is necessary to remember the high and distinguished positions in the respective services of the two officers. Rear-Adm'r Lambton is now second in command (under Lord Charles Beresford) of the Channel Squadron. General Sir Archibald Hunter is Commander of the Forces in Scotland.

Admiral Lambton's telegram makes the matter not alone official, but wholly public.

## GENERAL HUNTER'S EVIDENCE.

The evidence given by Sir Archibald Hunter before the War Commission was on February 13, and dealt largely with Ladysmith at the outbreak of the war on October 11. Hunter was in Ladysmith, having landed from India five days before. He had been designated as General Buller's Chief of Staff. Throughout the siege of Ladysmith, he remained with Sir George White, and after the relief of Ladysmith General Buller gave him the command of the Tenth Division.

In his evidence he says:—

"I think our guns (in Ladysmith) were, up to their limit of range, very good. Our gunnery in the Army, judging by comparison and so on, is infinitely better than the gunnery in the Navy. I know I am treading on very delicate ground when I criticise naval gunnery, but I say and I know that it will not be contradicted by a great many men who were in Ladysmith, that the naval gunnery—is it within my province to say this here?"

Chairman (Lord Elgin and Kincardine): Yes, I think it is.

General Hunter: I ask because wht I say will raise a tremendous storm of indignation;

but the naval gunnery left everything to be desired. The naval guns were fired from fixed permanent platforms; there was no motion in the platform to disconcert the gunners, but the practice made with the naval 4.7's was—I do not want to use too harsh a term—well, it was such that I offered to take the girls out of the school to come and serve the guns and make as good practice.

I do not know whether that is not saying a very harsh thing.

Chairman: But that was exceptional.

General Hunter: There were only two of them.

Sir F. Parling: May I ask because wht the clearness of the atmosphere?

General Hunter: But this did not extend over one day; it extended over the whole of the siege; they never profited by the experience of yesterday. And they were firing off a fixed platform at a fixed target, not a moving target, as the Boer guns did.

At a known range?—Yes, at a known fixed range. It was the same, probably, for more than a month. The Boer gun was in position in the same place. It never changed.

Chairman: You were not satisfied with the practice?

General Hunter: No, I was not.

Field-Marshal Sir Henry Newall: Did it produce a great effect upon the Boer guns and their practice?

General Hunter: It produced a moral effect but it produced no other effect. I think they hit one gun; they claimed to have hit one gun in the nose.

## ROUGH WEATHER OUTSIDE.

## TREMENDOUS SEAS ENCOUNTERED.

## SHIPPING DELAYED.

In our issue last evening we reported that bad weather was being experienced on the Formosa Channel and China Sea, and recorded the fact that the Eastern and Australian Steamship Company's s.s. *Australasian*, which left here on Wednesday afternoon for Australia, had been obliged to put back to port where she arrived yesterday afternoon. It seems that soon after she got clear of the harbour the vessel ran into very dirty weather, which became worse as she got further to sea. A strong monsoon was blowing and exceptionally heavy seas were encountered which threw the vessel far out of her course. When calculations were made it was found that the vessel had drifted to the north and was then off Swatow. So rough was the weather that Capt. McArthur deemed it advisable to run to that port for shelter and so came on to Hongkong.

The same company's 4,500-ton liner *Empire*, which arrived here from Manila, Timor and Australian ports this morning, weathered the gale during the latter part of what was otherwise a very pleasant trip. Leaving Sydney on the 30th ult. she called in at Brisbane, Townsville, Cairns, Cooktown, and Thursday Island, arriving at Port Darwin on 4th inst., Timor on the 5th, and Manila on 20th. They put out from the Philippines on 20th ult. on Wednesday last and encountered a moderate south-westerly gale with high north-westerly swell until reaching latitude 18° N. when the steamer ran into a strong south-easterly gale, with high mountainous seas which prevailed until reaching Hongkong. The gale raged with terrific fury and the waters were churned feather white as they swept across her bows and severely tested the handsome vessel. She fought well, and though delayed a day in reaching Hongkong steamed up to her buoy in the Central Fairway this morning looking none the worse for her experience. During the height of the storm a horse-box, containing a walt for Mr. T. F. Hough, broke adrift, and owing to the pitching and rolling of the vessel great difficulty was experienced in making it fast again. The *Empire* was specially designed to suit the requirements of the company's important mail and passenger service between Australia, China and Japan, and although constructed to carry a large cargo is also intended to maintain a good speed at sea. This she has succeeded in doing on her latest trip and passengers arriving have expressed satisfaction at her behaviour during the wild time at sea.

Other vessels also encountered the storm, but we have not heard that any serious damage has been sustained.

## THE JUBILEE HOSPITAL.

## FORMAL OPENING.

It has been arranged that the new Jubilee Hospital on Barker Road will be formally opened by H. E. the Governor on the afternoon of Tuesday, the 3rd November, when the works carried out by the Jubilee Committee, namely, the Hospital and Road from Kennedy Town to Aberdeen, will be handed over by the Chairman, on behalf of the Committee, to the Government.

## THE BARQUE "ELIZABETH NICHOLSON."

The Sydney Evening News of 26th ult. published the following telegram sent from Fremantle (W.A.) that day:—

"An outbreak of beri-beri has occurred on board the barque *Elizabeth Nicholson*. Three deaths have occurred, and others of the crew are sick with the disease."

The vessel, when she arrived here from Tacoma in April, was leaking badly. Yesterday the mate reported to the shipping master that the barque was unseaworthy. An examination showed that she was making an inch of water per hour. It is reported that during Wednesday's gale she made four inches of water per hour.

Every boat is said to be badly opened at the side and stem, and to be unfit for use. It is also stated that there were only seven lifebelts for a crew of seventeen. The forecastle of the vessel was in a filthy condition. The men have refused to sail in her. The barque *Elizabeth Nicholson* left Fremantle for Shanghai on August 22. She has now put back, after being out over a month.

On the 29th ult. the following denial was printed in the same paper:—

Mr. A. C. Lamson, of 247 George-street, Sydney, agent for Messrs. Farnham, Boyd, and Company, Limited, owners of the above vessel, asks us to give an unqualified contradiction to the telegram from Fremantle, which appeared in our late edition of Saturday last. Mr. Lamson states that the barque on her voyage from Eureka to Fremantle experienced most tempestuous weather, and on arrival at the West Australian port necessary repairs were effected, under the supervision of Lloyd's surveyor, but he states that it is not a fact that the vessel sailed for Shanghai on August 22, and had to put back, nor can it be true that the boats were badly opened at sides and stem, and unfit for use, as the lifeboats and lifebelts are inspected before a clearance is given by the Customs House." Mr. Lamson goes on to say:—"The only unlooked for delay has been caused through the illness of the master, and the substitution of a new one, and to the difficulty in obtaining a crew at Fremantle. For some time past owing to scarcity of the officers and men, it has been necessary to send crews to Fremantle from Sydney." I am informed by Messrs. Goo Hills and Company that the *Elizabeth Nicholson* sailed for Shanghai yesterday, so that this fact further confirms the untruthfulness of the telegram referred to.

Chairman: You were not satisfied with the practice?

General Hunter: No, I was not.

Field-Marshal Sir Henry Newall: Did it produce a great effect upon the Boer guns and their practice?

General Hunter: It produced a moral effect but it produced no other effect. I think they hit one gun; they claimed to have hit one gun in the nose.

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## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Erich Georg & Co. write to-day as follows:—No change for the better. Most stocks are on offer, and what business takes place is purely of an investing kind; the sterling exchange for demand on London is rs. 10d. and the Shanghai rates are Tls. 71½ for a T/T and Tls. 72½ for a three days' sight Private Paper.

Shipping Shares.—A small investment business has taken place in Canton and Macao from \$31½ down to \$3 ½, at which rate there are further sellers; Indos have declined to \$8½ sellers locally, whilst the latest quotation from the North is Tls. 57 ½. Shell Transports have weakened to 195. sellers.

Messrs. Benjamin, Kelly and Potts write under date 23rd inst., as follows:—

The week has past with very few transactions to report, and the market generally remains dull and depressed.

Banks.—Hongkong and Shanghai Banks have ruled quiet and are obtainable at \$632. The London quotation has receded to \$65. Nationals are still in request at \$2 ½.

Marine Insurance.—Unions have again changed hands at \$49½. China Traders are slightly weaker and have been disposed of at \$60. Cantons are quoted at \$175 ex the dividend of \$15 paid to day.

Fire Insurances.—There is nothing doing, but both stocks are steady at the previous quotations.

Shipping.—Hongkong, Canton and Macao teamboats have been the medium of some business at \$3 ½. Indo-Chinas have declined to \$8½ and are obtainable at the figure. Douglas Steamships continue firm at \$30, and China and Manilas are weak at \$8½. Star Ferries are in the market at \$24 and \$14 for the old and new shares respectively. Shell Transports have been dealt in at £1 and now offering at £1 ½. Taku Tugs are quoted at Tls. 38, and Shanghai Tugs have been sold at Tls. 50 and Tls. 55 for the ordinary and at Tls. 50 for the pre-lease issue, closing with further sellers of the latter at the price named.

Refineries.—Nothing has transpired in stocks under this heading. China Sugars are in demand at \$3 ½.

Mining.—All stocks in this section are neglected. Raubs have dropped to \$3 and are offering at the rate.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been negotiated at \$20, and more shares can be placed. Farhams have hardened and are inquired for at Tls. 118. Kowloon Wharves have ruled very erratic and after sales at \$88 and \$89 have suddenly fallen to \$87. Hongkew Wharves have reacted and have been parted with at Tls. 27½. New Amoy Docks have been sold at \$38.

Land, Hotels and Buildings.—Hongkong Lands are to be had at \$154. Shanghai Lands have inquiries at the reduced rate of Tls. 100, West Points are easier and can be procured at \$2 ½. Hongkong Hotels have further qualified and are obtainable at \$147. Astor House Hotels have been sold in Shanghai at \$26. Sales of Hotel Des Colon

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH-BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSELLES, L'DON & A'WERP	"PAK LING"	On 27th October.
LONDON & ANTWERP	"TANTALUS"	On 10th November.
MARSELLES & LIVERPOOL	"NINGCHOW"	On 13th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSELLES, L'DON & A'WERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSELLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSELLES, L'DON & A'WERP	"DARDANUS"	On 5th January.

S.S. "NINGCHOW" left Victoria, B.C., on the 10th inst. for this port via Japan.

\* Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 2nd November.
all PACIFIC COAST PORTS, via	"PELEUS"	On 3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd October, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI, CHEFOO and TIENSIN,	"NANCHANG"	26th October.
CEBU and ILOILO	"HUEPH"	26th "
CHEFOO and NEWCHWANG	"PAKHOU"	26th "
MANILA	"TAIYUAN"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	26th "
KOBE	"TSENAN"	27th "
MANILA	"KAIFONG"	28th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 24th October, 1903.

## DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return-Ticket, \$5;

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return-Ticket, \$3; Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903. [1073]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain W. T. Bain, will be despatched as above on TUESDAY, the 27th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 20th October, 1903. [1283]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. For Sailing Dates.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 31st Oct., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th Nov., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 24th October, 1903. [1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship. Tons. Captain. To Sail  
"INDRAPURA" 4,699 A. E. Hollingsworth Nov. 14, 1903.

"INDRASAMA" 5,197 W. E. Craven Dec. 14.

"INDRAVELL" 4,699 R. P. Craven

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR ANPING "MAIDZURU MARU" K. Akashi WEDNESDAY, 28th Oct.

FOR FOOCHOW "ANPING MARU" J. Goto WEDNESDAY, 28th Oct.

FOR TAMSUI "DAIJIN MARU" T. Ogata THURSDAY, 29th Oct.

FOR TAMSUI "DAIGI MARU" T. W. Grove WEDNESDAY, 4th Nov.

\* VIA SWATOW and AMOV.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui, to land all passengers and cargo.

By the Company's arrangement, Bills of Lading issued for cargo to Yangtze River Ports will be issued in connection with the NIPPO-YUKI KAISHA's steamers from Shanghai.

For Freight-Passage and further information, apply at the Co.'s Local Branch Office, No. 8, Des Voeux Road Central.

YOKOHAMA, 18th October, 1903. [1273e]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-MANILA.

## REDUCED SALOON PAS-

## SAGE MONEY.

## SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [1044c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong Kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1220c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin with servant), \$3; Return-Ticket, \$5;

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return-Ticket, \$3; Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WING LOK STREET.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903. [1073c]

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

## 司公限有船輪車中

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above Ports, on SUNDAY, the 1st November, at Daylight.

For Freight or Passage, apply to



HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

**DRESSMAKING DEPARTMENT.**

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

**CUT, FIT, AND STYLE GUARANTEED.**

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress or pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

**PARISIENNE MILLINERY.**

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

**DRESS GOODS.**

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

**GLOVES.**

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

**HOSEIERY.**

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

**SILKS AND SATINS.**

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

**CHIFFONS AND GAUZES.**

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets; and Gauzes in great variety.

**RIBBONS.**

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

**LACES.**

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

**LADIES' UNDERCLOTHING.**

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camesoles, Combinations, Bath and Dressing Gowns, etc.

**BOOTS AND SHOES.**

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

**CORSETS.**

In the following makes:—Madame Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

**THE SANAKOR.**

A new and thoroughly up-to-date high class corset in rich brocade.

**THE RIBBON CORSET.**

Ideally cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

October 24th.

**WILLIAM POWELL, LTD.**



**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,**

**GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.**



**UMBRELLAS AND SUNSHADES**

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

**HOUSEHOLD LINEN DEPARTMENT.**

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-cetes in large variety.

**LININGS.**

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilicias, Black, Backs, &c.

**WM. POWELL, LTD.,**

**DRAPERS.**

**MORE NEW GOODS.**

**DAINTY FANS, PURSES,  
CHATELAINE BAGS.**

**SILK AND FLANNEL BLOUSES.**

**DENTS GLOVES.**

**CHIC NECKWEAR.**

**NEW VEILINGS.**

**LACE STOLES.**

**WINTER JACKETS.**

**GENTLEMEN'S**

**Dancing Pumps, Dress Shirts,**

**Gloves and Ties.**

**SMART HIGH GRADE BOOTS.**

30 different shapes and kinds,

Perfect Style and Finish.

The Best is always the Cheapest.

**TRIMMINGS**

Of every Description. Rich Silk Appliqués, Silk, and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

**JACKETS AND FURS.**

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps. Light Summer Rain, and Dust Cloaks.

**VELVETS, VELVETEENS,**

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.

**HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.**

**FAMED FOR  
SHIRTS.**  
28, Queen's Road.

**BED AND BEDDINGS**

Single and Double beds, Camp, Air, and Chain beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

**OUBTAINS.**

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

**TABLE COVERS**

In all the newest designs and makes.

**CARPETS.**

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

**QUILT AND BLANKET DEPT.**

Silk-covered Elder Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet, and Tapestry Cushions.

**IRONMONGERY.**

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

**HOUSE KEEPERS' SUNDRIES.**

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

**DOMESTIC.**

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

**GAMES:—CRICKET, TENNIS, OROQUET,  
FOOTBALL, PING PONG.**

A large selection of Indoor Games, Hoop, Lal, Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

**TOYS.**

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

**DOLLS.**

Stone, Rag, Kid, Celluloid, etc., Dressed and Undressed.

**FANCY LEATHER GOODS**

For Presents, Silver, Ebony and Ivory Manicure Sets, etc.

**OVERMANTLES AND MIRRORS.**

Handsome, Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English make.

**GARDEN TOOLS.**

Iron, Wire and Rubber, Door Mats.

**TRUNKS.**

Cabin, Overland, and Storage Trunks, Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid Leather, etc.

**LADIES' HAT BOXES.**

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cab and Deed Boxes.

**SEWING MACHINES.**

Jones' Famous Hand and Treadle Machines, famous throughout the East.

**CHILDREN'S OUTFITTING.**

In all its Branches.